

Transport: Activity 3 - Coaches and trains

(can be used with Transport: Activity 2 - Travel Times)

Learning Objectives

- Understand the differences in convenience, comfort, frequency of service, cost and travel time between travelling by horse-drawn coach and train

Cross-curricular links

- maths (working out journey times from a timetable)
- literacy (vocabulary, comprehension)

Sources



Source 1. Painting of a coach that took passengers from Worthing to London, c1840



Source 2. Photograph of a train with steam locomotive at Barnham, c1864



Source 3. Short video of passengers getting on a train at Hove station, 1897. **To save time in the classroom, it is recommended to save video files to your computer (right-click, then "save target as") for faster playback during the lesson.**



Source 4a. Extracts from a book written by James Town c1892. His father used to work at Ashington as a postboy for a stage-coach company.



Source 4b. Audio version of 4a

 A historical railway timetable from 1853, printed in a newspaper. It shows columns for various railway lines and their respective schedules.

Source 5. An 1853 railway timetable printed in a local newspaper.



Source 6. An 1843 map of West Sussex showing roads and railway lines (same as used in Introducing Transport)



Source 7. An 1865 map of West Sussex showing roads and railway lines (same as used in Introducing Transport)



Source 8a. Description of the Royal Mail coach



Source 8b. Audio version of 8a

Transport: Activity 3 - Coaches and trains **TEACHERS' NOTES**

NOTE: This activity includes an additional theme that could be used as homework or a short classroom task:

3a - Getting Around Town

Children look at the sources and answer the questions on the Extension 3a: Getting Around Town Children's Activity Sheet.

Source 1

The official number of passengers for the stage-coach was nine - one next to the driver, two on top behind the driver, two on top at the back, four inside.

Source 2

The train is made up of the engine, driver's cab with coal carrier, guard's van with observation windows, and three carriages. Each carriage would have carried more passengers than the stage-coach.

The carriages are 1st, 2nd and 3rd class - each with a different number of windows therefore wider or narrower compartments giving more or less space to the passengers.

Source 3

The video shows the busy scene at Hove station in 1897, by which time the railway was well established as the main form of public transport between towns.

Source 4 - 1839

These extracts are from a book written by James Town c1892. His father used to work at Ashington as a postboy for a stage-coach company, but lost his job when the Worthing-to-London coaches stopped running in 1845. By 1890, James Town was running a horse-drawn bus service around town.

In the winter, there was "one coach up to town and one down to Worthing every day", and in the summer season the service was increased to four coaches every day, leaving for London "at ten o'clock, another at eleven, another at twelve, and another at one o'clock; and they ran from London at the same hours for Worthing".

The coach journey to London took seven or eight hours: "in the season of 1839, a coach left Worthing for London at six o'clock in the morning and got back to Worthing at ten at night" - 16 hours for the round-trip, with a short break before the return journey.

The single coach fares from Worthing to London were:

one guinea = 21 shillings (£1 and 5 pence) for passengers travelling inside the coach, 15 shillings (75 pence) for those travelling in the outside seats.

Source 5 - 1853

There were nine trains a day from London to Worthing, all involving a change at Brighton.

The fastest journey by Express train, leaving London at 10 o'clock and arriving in Worthing at 11.59, took 1 hour 59 minutes. The slowest services, stopping at all or most stations, took around three hours, with the slowest (the 10.45 on Sundays) taking 3 hours 37 minutes.

The fares for the train journey were considerably cheaper than the coach fares in 1839:

First class :12 shillings and 6 pence (62.5 pence)

Second class: 9 shillings and 6 pence (47.5 pence)

Third class: 6 shillings and 4 pence (30.16 pence)

Sources 6 and 7 (also used in Transport 1 - Introducing Transport)

These maps could be used to illustrate the rapid expansion of the railway network between 1843 and 1865. The 1840s through the 1860s was the peak period for railway expansion in Sussex with the opening of 18 new lines.

Comparisons

Trains were faster, cheaper, more comfortable, and people could travel at different times throughout the day. Also, you could make a return trip in one day by train, but if you went by coach you would have to stay overnight.

General facts and figures (also mentioned in Transport 1 - Introducing Transport)

- The total population of Sussex doubled from 1841 (300,108) to 1901 (605,202), reflecting the general increase in population throughout the country. This gave rise to the need for public transport that could carry more than a few people at a time, and that covered long distances more quickly than stage-coaches.

- The census shows that for the first time, more than half of the people in Britain lived in towns and cities, not the countryside. More urban transport was necessary to move people and goods around town, and this transport was mostly horse-powered.

So, although the railways led to a cut in the number of horses used for long distance travel, in 1902, there were 3.5 million working horses in Britain - more than twice as many as in 1850.^{1a}

- When Victoria became queen, there were 1,400 miles of railway track in Britain; when she died, there were 20,000 miles of track.^{1b}

- In 1851, 502 people in Sussex worked on the railways (not counting construction); in 1901, there were 4,156 - eight times as many.²

^{1a} and ^{1b} P. Hepplewhite, *A Victorian Journey* (History Journeys Series) (Hodder, 2003)

² © Crown copyright 2001 Office for National Statistics
www.statistics.gov.uk/census2001/bicentenary/pdfs/sussex.pdf